



CALIFORNIA'S HIGH-SPEED TRAIN REGIONAL ALIGNMENT AND STATION OPTIONS

LOS ANGELES — ORANGE COUNTY — SAN DIEGO

The Draft Program EIR/EIS identifies all alignment and station options for the proposed 700-mile-long high-speed train system. Below is a brief overview of the options under consideration for connecting Los Angeles to San Diego via the Inland Empire.

The region from Los Angeles to San Diego via Orange County has been divided into four segments: Los Angeles to LAX, Los Angeles to Anaheim/Irvine, Irvine to Oceanside, and Oceanside to San Diego.

LOS ANGELES TO LAX (Map 16)

The Authority narrowed down to a single alignment option to connect Los Angeles to LAX — the MTA Harbor Subdivision rail right-of-way. This segment is a little over 15 miles long.

If service to LAX is selected, connectivity to LAX and southwest Los Angeles will be increased. If LAX is not directly served, local transportation (shuttle, regional transit or the automobile) will be needed between Los Angeles and the airport or to Western Los Angeles County.

Potential Station Locations:

There is one potential station location that has been investigated along the segment between Los Angeles and LAX. The LAX station would be a below-grade station adjacent to the airport terminals and would permit easy access to the airport by a potential people mover, shuttle, or walking.

LOS ANGELES TO ANAHEIM/IRVINE (Map 10)

Three options are being considered between Los Angeles and Orange County:

1. Direct high-speed train service on dedicated tracks — only for high-speed trains — along the Union Pacific Railroad Santa Ana freight line to Anaheim. To bring high-speed train service to Irvine, shared tracks with Metrolink and Surfliner service on improved LOSSAN rail corridor would be required.
2. Sharing tracks with an improved LOSSAN rail corridor — assumes four tracks to separate freight and passenger service between Los Angeles and Fullerton. Sharing tracks with non-electric Metrolink commuter rail and Surfliner means high-speed trains would operate at reduced speeds.
3. Different levels of improvement to conventional service that would act as a feeder service to the high-speed train system and require a transfer at Los Angeles Union Station.

Potential Station Locations:

There are several potential high-speed train station locations that have been investigated along the segment between Los Angeles and Anaheim/Irvine. The Authority could decide both the appropriate number of stations and the preferred location for those stations for this segment.

- *Southeast Los Angeles County (Gateway Cities): Norwalk (UP) or Norwalk (LOSSAN)*
- *Central Orange County: Anaheim Transportation Center*
- *Southern Orange County: Irvine Transportation Center*

IRVINE TO OCEANSIDE (Map 11)

South of Irvine, only conventional “non electric” improvements are being considered. The conventional service options for the LOSSAN corridor are presented as a range between “high end” and “low end” improvements. The most significant differences between design options are at San Juan Capistrano and Dana Point/San Clemente.

There are two options for reaching San Juan Capistrano, both of which bypass the existing single-track alignment through San Juan Capistrano and reduce impacts to the historical district:

1. Tunneling under Interstate 5 with no station at San Juan Capistrano
2. Trabuco Creek alignment

There are two options for reaching Dana Point/San Clemente, both of which assume the construction of a new station in San Clemente to maintain Amtrak service to this area:

1. Split “Long” tunnel under I-5 (two split tunnels) that would completely bypass the beach
2. Single “Short” Tunnel along I-5 — about six miles long — that would bypass the beach at San Clemente, maintains the existing alignment along the beach at Dana Point

Potential Station Locations:

The Draft Program EIR/EIS includes improvements to the three existing Amtrak stations along the segment between Irvine and Oceanside that are served by the “Surfliner” service at: San Juan Capistrano, San Clemente, and Oceanside Transportation Center.

OCEANSIDE TO SAN DIEGO (Map 12)

The conventional service options for the LOSSAN corridor between Oceanside and San Diego are presented as a range between “high end” and “low end” improvements. The most significant differences between these design options are at Del Mar and Mirimar Canyon. There are also trench and cover concepts being investigated through downtown Encinitas and Carlsbad.

There are two options for reaching Del Mar: tunneling under Camino Del Mar or tunneling under I-5.

South of Del Mar, there are two options which avoid the steep grades and tight curves along Miramar Canyon that greatly impact travel times:

1. Tunneling under I-5 with no station at University Towne Centre
2. Tunneling under University Towne Centre

Potential Station Locations:

There are two existing Amtrak stations along the segment between Oceanside and San Diego that are served by the non-electric Surfliner service — Solano Beach Transit Center and Downtown San Diego Santa Fe Depot. One additional potential station location at University Towne Centre is being considered.

**Visit the California High-Speed Rail Authority Web site at
www.cahighspeedrail.ca.gov
for a complete look at proposed alignments and stations,
to download a copy of the Draft Program EIR/EIS,
or for a listing of libraries carrying a hard copy of the
Draft Program EIR/EIS.**